New Orleans Daily Crescent.

WEDNESDAY MORNING, JULY 18, 1866.

## Factors' and Traders' Insurance Company.

The subscribers to the stock of the Factors' and Traders' Insurance Company of New Orleans, are will be seen by a special notice in our advertising columns, are requested to meet this evening, at 6 o'clock, at the rooms of the Chamber of Commerce, corner of Camp and Natchez streets, for the purpose of organizing.

Not only those who have already subscribed to the stock of the company, but those who wish to subscribe, or who take an interest in the new company, are respectfully invited to attend the meeting this evening.

We have received, and have carefully read, the charter of the company, and are satisfied it is in the hands of good parties and well known merchants and citizens of New Orleans, and that it is gotten up on sound and correct principles. The subscriptions to the stock of the company already exceed, we are informed, the amount necessary for commencing business, but such is the disposition of the business men of the city to engage in an enterprise which both protects and profits them, that it is likely the capital stock will reach the sum of one million dollars, giving ample and additional security for the stability and permanance of the company.

The past and prospective growth of the city demands additional facilities in the way of protection against fire, both on land and water; and a company organized to afford such protection, as well as to dividends to its stockholders, by the return of dividends, the premiums they have to pay for the protection of their property, is surely a desideratum at all times, and especially at a time like this.

This company, as we see from the charter, proposes to go to work exclusively on the cash principle, in accordance with a recommendation made, some years ago, by one of the clearest-headed insurance men in the country, Harmon Doane, Esq., of this city.

Though the capital stock is fixed at one million dollars, the company has the privilege of increasing it to three millions. It is apparent that there is an advantage in becoming an original stockholder when the company is first organized.

The principle upon which the company is based makes it the interest of every stockholder to increase its business. In this respect it partakes of the mutual system—for, though the stockholder is only absolutely entitled to a regular annual percentage upon his investment, yet when a contingent fund and other guards against loss are provided for, he is then a participant in the cash profits of the company instead of receiving scrip.

Those who may desire to know who are engaged in this new enterprise can see the names of those who have already subscribed, by attending the meeting this evening; and they will find on the list the signatures of many of the first merchants, factors, and financiers of the city.

## FROM NEW YORK.

[Correspondence of the Crescent.]

NEW YORK, July 3, 1866.

Major General Benjamin F. Butler is about to appear again in public, in connection with the affairs of his deceased brother, Col. Andrew J. Butler, who died in this city two years ago. The citizens of New Orleans have some interest in this matter, and a brief statement of the circumstances may not be uninteresting. In the halcyon days of war, when the Crescent City was delivered over to the Butler brothers to be "squeezed like a lemon," Col. Butler was high priest, grand vizier and vicar general of his brother, and all "business arrangements" were transmitted through the channel of his influence. Fertilized by the citric irrigation of the general's satrapy, the colonel's "estate," which at the first was "no bigger than a grain of mustard seed," swelled, grew and flourished, until finally it expanded into the proportions of the hoary tree of their native State. For reasons best known to Col. Butler's entire property, when New Orleans fell into federal hands, would have sufficed to pay his passage thither at the usual rates; but so rapid was the advance of his fortunes that when he returned, and died of fever in New York city, on his way back to New England with his gains, a good Judge fixed his assets at two millions of United States government bonds. Approaching death gave admonition that his will was to be made here in New York; and Gen. Butler, having obtained from Secretary Stanton and Mr. Lincoln a leave of absence from the field where duty had assigned him to active service, abandoned the military operations in which he was then engaged, and hurried on to this city to direct the testamentary campaign which was to dispose of the vast fortune his brother had accumulated. The will is a curiosity. The pen, held by the dying man, was guided by fraternal affection not less touching than that which held David to his brother Jonathan. For, although the testator left a wife and son, (both of whom, as chance would have it, had just at that time sailed to California,) he bequeathed one-half of all he possessed to his brother Benjamin, one-quarter to his wife, and the remaining quarter to his brother Benjamin, as trustee, until his son should attain the age of thirty. The parties who drew up and superintended the execution of this instrument were friends of the Butler brothers, and the only persons about the dying man. That the latter was competent to comprehend and execute a will has not been legally questioned, and the inference is that the dying colonel considered that the various services he had received from the surviving general entitled him to one-half of the property standing in the testator's name, and after this, Benjamin's portion, to a good grip upon another half of the remainder.

Gen. Butler brought forward the will (in which he was named sole executor) for probate before Surrogate Tucker, and swore that the amount of the property did not exceed $200,000. After examination of witnesses, the will passed to probate, and letters testamentary were issued to the general, on his filing security as required by the statute. This he did in the sum of $400,000, his two sureties being ex-Gov. Gardner of Massachusetts, and ex-Gov. Morgan (now U. S. Senator) of New York. Each of these two gentlemen justified in the sum of $400,000.

Three or four months passed along, within which, by the laws of this State, an inventory and appraisal "of all the goods, chattels and credits of the testator" are to be made and filed with the surrogate. The major general not complying with this law voluntarily, the surrogate issued his summons to compel obedience. The general then came forward and asked the surrogate to appoint appraisers. This was done, and the general called upon to show his hand and state the assets. He declined to do so, except as to a small amount, which he averred was in the county of New York. As to all other property, wherever situated, he declined to make any statement to the appraisers. The appraisers reported to the surrogate; the surrogate ordered the general to render a full inventory, or to be attached for contempt; and the general, by his counsel, Recorder Jno. K. Hackett, appealed to the supreme court. There the questions lie, and will continue to lie until Gen. Butler and his counsel are ready to argue it a year or two hence. The surrogate appointed Algernon S. Sullivan, Esq., who had acted as one of the appraisers, to argue the case before the supreme court.

Having thus tied up the public curiosity, which had become excited to a somewhat troublesome degree about this matter, Gen. Butler went on in his own way to administer the estate, until the 18 months allowed by law for that purpose were completed. As he gave no sign of voluntarily bringing his accounts before the surrogate at the expiration of that time for settlement, and as no creditors applied to compel him to account, it became the surrogate's duty under the revised statutes, to summon him to account. This has been done, and the time fixed by the citation for the second Monday in July. On motion, however, of the general's counsel, the time has been extended to the 23d inst.

Upon the rendering of an executor's account, all creditors of the deceased can present their claims to the surrogate, and have their validity and amount determined. A decree for payment is made as to such as are proven.

A number of your citizens, I am informed, allege that they were despoiled by Col. Butler. Their claims can now be presented before Surrogate Tucker, since his order compelling an account; and they can at last obtain a full and impartial hearing, with the assurance that that Nemesis, which sooner or later vindicates her divinity against all man, living or dead, will secure to to them the redress of their wrongs before a magistrate who, whatever his political opinions, is universally and deservedly recognized here as a fearless judge, a good jurist, and an honorable gentleman. If these complaints of your citizens be well founded, their investigation will probably result in a notable exposure and revelation as to the mode in which Col. Andrew J. Butler "did business" and "squeezed the lemon" in the Crescent City. There may also be some inquiry into the actual amount of property left by the colonel at his death, and what has been done with it by the general since it fell into his hands. It is reported to have been in coupon bonds of the United States.

## Arrivals at the Principal Hotels.

ST. CHARLES HOTEL—E Alvine, La; W Erskine, W J Irwin, J G Osgood, Coast; W H Sparks, city; Q A Whalen, St Charles; A Robinson, Plaquemine; A J Day, N Y; C P Oakley, Memphis; J H Moore, Va; G T McGehee, T Whitfield, Miss; D R Durham, Mrs Durham, Jackson, Miss; S W Sawyer, Dr P B Hunter, D C Sellers, Ala; A S Grandchamp, J D Horr, N Y; A M Payne, Miss Christian, E D Osband, Miss; L C Imey, W C Robbins and wife, New York; J W Wetmore, Ark; Mr E D Craig, Charlestown, Va.

ST. JAMES HOTEL—S Pirchel, Vicksburg; W A Bettiel, Louisville; G W Budd and family, San Antonio, Texas; Mrs D Spencer and children, Texas; W C Parish, San Antonio; Miss A G Hines, Mr Ford and wife, Miss; J B Chandler and family, Magnolia; M Lyle; E H Allen, Hazlehurst; P Sanders; P Morgan, city; H W McKinney, Opelousas; W Elsworth, H Elsworth, Mobile; T J Drane, Canton, Miss; P Neely; J W Curtis.

CITY HOTEL—D McFarland, La; G R Carruth, S D Teagne, Baton Rouge; O L Dodd; D E Thomas; D E Thomas, R Tally, H H Tyren, W W Robeson, Miss; W R Gathright, Sommerville, Miss; Mr White; W W Dillard and wife, Texas; W Pettibone, Selma, Ala; B McMunn, Cairo, Ill; D F Ratcliff, Ark; W C Williamson; H King.

MURDER AND ATTEMPTED SUICIDE—A GERMAN COUNT ROBBED—ARREST OF THE THIEF—THE SMALL POX—FIRE.—*St. Louis, Mo.*, July 12.—A man named Darius Hyatt, living on Boeuf creek, Franklin county, yesterday cut his wife's throat with a butcher knife, killing her instantly. He threw his money, $800 in greenbacks, in the fire and burned it up, and then severed the arteries in both of his wrists. A small grandchild was in the house at the time, and summoned the neighbors, who arrived before he was dead. It is doubtful if he recovers. He and his wife were seventy years old each, and had been married nearly half a century. Ill health, consequent on diphtheria, is supposed to have rendered him insane, and caused him to commit the deed.

A German count who has been traveling in the West, was robbed a few nights ago at the Lindel house of about $1000, in gold, French and German silver coins and other valuables. The thief escaped and took the railroad to Cincinnati; but the telegraphic dispatch sent ahead caused his arrest there. All the money was found in his possession.

The small-pox broke out recently on a westward bound train at Fort Kearney. The commandant of the post quarantined the train on the Platte, and the emigrants were being treated by the post surgeon, who reports about a dozen cases. The emigrants were from Iowa.

A vinegar factory and adjoining building on Third street were burned this morning. Loss $30,000.

The Examiner says that in Richmond there is an exhibition a large oil painting by William H. Truehem, which attracts the attention of every one who passes. It represents ode Benjamin F. Butler, late major-general in the United States army, in full dress uniform, mounted upon a richly caparisoned horse, returning from the residence of Richard Yeadon, Esq., of Charleston, South Carolina, after the occupation of that place by the federal forces. Rider and horse are passing through a desolate portion of country, whose shattered fences and dreary looking houses tell too plainly of the march of the invader. The features of Butler are unmistakable. On each arm he carries a basket, while his hands are filled with silver knives, forks and spoons. The baskets contain silver goblets, plates and other richly carved table ware; thrown across the horse, in front of the saddle, are several ladies' dresses and one chemisette, and in rear of the saddle is a rich India shawl. Suspended from his neck and resting upon his breast, immediately over the spot where his heart is supposed to lie, is a silver door-plate bearing the name of "B. Yeadon."

Two hundred thousand one hundred and seventy-five casks of lager were sold by the brewers of Indianapolis during the month of June.

MIRRORS.—Until the fifteenth century glass mirrors were not very common; but now they are to be found in every house in the civilized world. The manner in which most looking-glasses are made is as follows: A large stone table is prepared, with a deep grove around the edges, into which the mercury may flow and drop from one corner into bowls placed there for that purpose. The table is made so that it can be easily tilted to one side, but at first is laid horizontal. It is then carefully covered with tin foil, over which mercury is poured and allowed to settle, until it has reached a sufficient thickness. The mercury and the tin foil readily unite, and upon the amalgam thus formed the plate of glass, which has been previously cleaned with great care, is laid in such a manner as to prevent the air from getting between the metal and the glass. The superfluous mercury is then allowed to run off, and heavy weights are placed upon the glass to keep it in place. This pressure is continued for several hours, when the glass is turned over and put in a frame to dry, the side covered with the metal being left uppermost. Several weeks are required for the process of drying, after which the mirror is ready for framing and use.

Beautiful specimens of jasper, in quantities unlimited, have been discovered at the Vermillion gold mines, Minnesota.

## River Intelligence.

CRESCENT OFFICE, No. 91 CAMP STREET, Wednesday Morning, July 18, 1866.

It continues very warm and oppressive, especially at mid-day.

Business is still dull, with a fair prospect of its continuing so for some time.

Some few boats procure trips, but there is comparatively but little freight going forward. The A. & M. S. S. Co.'s steamer Pauline Carroll did not leave as announced yesterday. She will leave positively this evening, carrying the U. S. mails for all points up to St. Louis. Capt. H. L. White is in command, and Mr. J. H. Hogue officiates in the office.

The Mittie Stephens will be at the landing this morning, and leaves for Red River to-morrow.

The Annie Wagley, having been docked and repaired, will be at the landing to-morrow, and commence to receive for Minden and all landings on Lake Bisteneau, to leave on Saturday next. Capt. J. J. Compere in command, and Capt. J. C. Jofrion in the office.

By a telegram to Messrs. Stevenson & Douglass we learn that the Commonwealth, from St. Louis, passed Vicksburg yesterday. She will arrive tomorrow, and will leave for Memphis, Cairo and St. Louis on Friday next.

We return our thanks for favors to the officers of steamers Pauline Carroll, Sarah, Cotile, Irene, J. M. Sharp and St. Nicholas, and P. W. Strader.

The Lafourche packet J. M. Sharp, Capt. Streck, will hereafter make only one trip a week, leaving here every Saturday at 9 A. M., and returning down the coast every Wednesday. She is now receiving, and leaves next Saturday.

LIBERALITY.—We neglected in our last report to mention that the Mississippi Valley Transportation Company's steamer Bee brought to this city, from St. Louis, which arrived here on Sunday last, with the large amount of 1700 sacks of corn, free of charge, for the destitute poor of our sister State Alabama. We are pleased to record these facts.

Among the arrivals yesterday was the steamer Sarah, in charge of Capt. Blakesly. She is a sister vessel to the Lucretia, and is intended for the trade between this port and Mobile.

CLIPPINGS FROM OUR EXCHANGES.

ST. LOUIS, July 14.—The Mississippi, with its tributaries, together with the Missouri and Illinois, are steadily declining at every point, which promises before a great while to result in extreme low water, especially in the upper Mississippi and Illinois. The latter stream is already very low, and to be recognized as a navigable stream, cannot afford to sink much lower.

Sand bars are daily increasing in the upper Mississippi, and above Dubuque steamboating is a very irksome business.

The Missouri keeps up remarkably well, there being eight feet water in the channel below St. Joseph. Low water is not looked for in the "big muddy" this season.

Quiet reigns supreme at the landing, with scarcely a movement that looks like business. Commerce has not altogether quit, but is the next thing to it. The arrivals are few and far between, and the scanty list of departures are noted for their unprofitable trips. The steamboat business is at its lowest ebb, and is not expected to resume any degree of activity before September.

The weather is decidedly tough for the unfortunate chaps who are compelled to walk the streets, especially the levee, where the sun pours down vertically, and reflecting beams for heat from every brick and curb stone. The thermometer for two days has been way up in the pictures which mean the nineties. The enervation, feebleness, lassitude, laziness which this warm weather produces on the part of the poor mortals subject to its influence is deplorable, and makes them sigh fervently for Greenland's icy breezes.

There is a rumor on the street to the effect that the boats of the late Johnsonville Packet Company have been seized by the government for alleged fraudulent freight receipts. It is stated that there is a discrepancy of over one hundred thousand dollars between the amount of freight bills received by government and vouchers paid. We merely give this as a street rumor, being unable to find any one willing to give facts concerning the matter.

BAYARD TAYLOR ON THE MISSOURI RIVER.—Bayard Taylor finds nothing lovable in the Missouri river. He says of it in a late letter to the New York Tribune:

Even when one reaches the Missouri, there is little in that ugliest of all rivers to divert one's attention. A single picture of the swift tide of liquid yellow mud, with its dull green wall of cottonwood trees beyond, is equivalent to a panorama of the whole stream. For the seventy or eighty miles, during which we skirted it, the turbid surface was unrelieved by a sail, unbroken by the paddles of a single steamer. Deserted, monotonous, hideous, treacherous, with its forever shifting sands and snags, it almost seems to repel settlement, even as it repels poetry and art.

THE STEAMBOAT LAW OF 1852 TO BE RIGIDLY ENFORCED.—We see in various quarters that custom house officers are enforcing the steamboat law in all its minor details. The provisions of the law require steamboatmen to give due notice whenever a cleaner of masses is made; hemp must be carried in bales well secured, not loose; invoices of foreign goods must be promptly returned to the officer of customs; the carrying of gunpowder, vitriol, camphene, turpentine, or any explosive or burning fluid as freight is prohibited; all such articles must be specified as stores, and taken by special license in separate and well-secured places far removed from fires.

The "first gun" fired at Fort Sumter came up the river on the steamer Mollie Able, that arrived from New Orleans last evening. It was sent as a trophy by Major General Wood, who has charge at Vicksburg, to the war department at Washington, and was in charge of a detachment of eight men of the Fifteenth Regiment of United States Regulars. It was a smooth-bore six-pounder field piece, mounted, and seemed a monstrous "small" cause to have produced such a tremendous effect.

The Mollie Able had two hundred and fifty tons of sugar, a lot of railroad iron, and a good trip.

THE STEAMBOAT ENGINEERS' CONVENTION AT LOUISVILLE.—The following are the third days' proceedings:

*Louisville*, July 11, 1866.—Pursuant to adjournment the association met at 8 o'clock yesterday morning, the president in the chair. After the meeting came to order, the minutes of the last meeting were read and approved.

The committee on resolutions reported, and recommended the adoption of the following resolutions, which were read and adopted:

*Resolved*, That inasmuch as this organization was not formed for the purpose of establishing any standard of wages, or for the purpose of creating any kind of monopoly, the subject of wages is not allowed to be discussed in the meetings of this association.

*Resolved*, That this convention urge upon all members of local associations a strict compliance with the steamboat laws regulating the duties of engineers, and the making of any violation of the same punishable by fine, suspension, or expulsion, as the case may demand.

*Resolved*, That when any member of any local association, having charge of the machinery of any steamer, shall deem it necessary to make any repairs in the boilers of the boat, he shall report this fact to the local inspector of the port in which he may be, and respectfully solicit his attention to the matter.

*Resolved*, That this grand union, in order to insure to the public the best and safest construction of boilers used in steam vessels, recommend that the various local associations represented in this union be requested to appoint standing committees of not less than five members, whose duty it shall be to take evidence and solicit information from the active engineers of their organization upon the best and safest construction of steam boilers now in use. The following points are to be considered:

1. The thickness of the boiler plate that generates steam the best, with the least liability to burn.

2. The proper diameter of said boilers compared with the strength of iron.

3. The best formation of steam boilers, with the number and diameter of flues, and the amount of water space between said flues.

4. Fire surface—at what point the heat should strike the boiler, compared to the water line, to insure safety.

*Resolved*, That the Grand Union Association be authorized to offer a premium of one thousand dollars to any member of any local association who will produce, at the next general session of this body, the best treatise or explanation of the phenomena of steam boiler explosions, their remedy, etc.; the merits of the respective treatise to be determined by a majority of the votes of the members of the Grand Union Association.

*Resolved*, That we, as a body, think the granting of engineer's licenses to men totally unfit for the high and responsible position, with only the signatures of merchants or men, not versed in practical engineering, is a great injustice to the public. We also think the interest public desires the strict enforcement of the laws in that respect; not simply to grant a license to an applicant because he can get a recommendation of good moral character. We also consider the position of an engineer of too much responsibility to be filled by men who have no practical knowledge of steamboat engineering, which has been done by local inspectors of some districts. We, as a body, desire the local inspectors to confer with us in granting licenses. We pledge ourselves to render them all the assistance in our power.

The following article was then added to the by-laws of the association:

SECTION 1. Should any member of any local association so far forget the responsibilities of his position as an engineer, and dignity as a gentleman, as to expose himself, either on board of a steamer, or on the street, or any public place, in a state of intoxication, he shall be held to trial, subject to fine, suspension, or expulsion; the same to be determined by a majority vote of this association.

SEC. 2. That any member of his association, knowing of a brother so offending, and failing to report the same, shall be subject alike to the same penality as the member so offending.

NEW BOAT FOR THE ILLINOIS RIVER TRADE.—Capt. Pickering is about to introduce his new light draft steamer Bridgeport to the Illinois river, a trade for which she is particularly well adapted in the present low stage of water. The Bridgeport is a remarkably fine low water craft, and will no doubt meet with great success in her new enterprise. Capt. Pickering, her commander, is known to us as a skilful and honorable boatman, and we take pleasure in recommending him to the patronage of our citizens. Henry S. Turner, well and favorably known in these parts, will do the honors in the clerk's office. The Bridgeport will leave on Monday for Peoria and all points on the Illinois.

The departures include the Ruth and Commonwealth, for New Orleans. The Commonwealth took away 1206 tons, 25 head cattle, and gets 100 tons above Cairo. She will leave that point this evening for New Orleans—a good opportunity for passengers. Her pilots are McBride and Williamson.

The Ruth, Captain John Duble, will fill out at Cairo, having capacity for much additional freight.

Fannie Scott is, we understand, the name of a fine 600 ton stern wheel steamer being built at Pittsburg for the enterprising St. Louis firm of M. S. Mepham & Bro., owners of several other steamers. She will be ready for business in October.

The Fannie Scott is designed, we learn, specially to ply in the Little Rock and New Orleans trade, for which she will be adapted in all particulars of accommodation, speed and capacity. We do not know that her commander has been chosen, but it is understood that M. L. Boyles, Esq., will have charge of the office. Mr. Boyles, having lately visited New Orleans on important secret business, and succeeded in his task, has gone up to Wheeling to meditate amid the associations of his youthful days.

Captain Vawter backs out to-day sure, for New Orleans, with the fast and elegant steamer David White. She has good accommodations.

Mr. F. R. Lackland yesterday assumed charge of the office of the steamer Ruth.

LOUISVILLE, July 13.—The river was falling rather fast yesterday, with four feet two inches water in the canal in the evening, by the mark. During the previous twenty hours it had fallen three inches at Portland. The weather was cool and warm, the thermometer ranging from 85 to 88 in the shade, and the atmosphere oppressive.

On the falls there were twenty-six inches water in the pass, down the Indian chute, and falling.

A little crafty came down the river, with something in tow, and after coaling at the low-head, she took the falls, down the Indian chute, and passed on. The name of the stranger was W. H. Hays.

The river at both Cincinnati and Pittsburg continues to fall, with but three feet water at the latter point yesterday morning. Our special dispatches, in another column, give the latest news in regard to the river from all quarters.

A HEAVY DRAG.—Yesterday the Gipsey was venturesome enough to take hold of the huge steamer Jacob Strader to tow her off up the river. The Strader is the largest steamer on the Western waters, and the Gipsey, though a regular side-wheeler, is one of the smallest. She went alongside, tackled her and moved off up the river like a thing of life. Persons on the levee side seeing the Strader going majestically up the river without any seeming volition of her own, were somewhat astonished, but the cause was discerned by the slight commotion in the river and an occasional puff of black smoke from the chimneys of the Gipsey on the far side.

The staunch side wheel steamer, Nick Longworth, takes her departure to New Orleans this evening. She is at the Portland wharf, in charge of Captain Irwin, a thorough and good boatman, with our clever friend, Charley Miller, in the office. She is a good boat in all respects, and admirably well managed.

BROKE.—We learn from the St. Louis Republican that the Keokuk packet Lucy Bertram last Sunday morning, while on her way to Keokuk, and when near Scott's landing, broke the wrist of her starboard shaft, thereby causing the piston to "run through," breaking both cylinders and T heads. Fortunately no one was injured. The Lucy proceeded on her trip with one wheel.

The Pittsburg Commercial of Wednesday reports four feet water in the Monongahela and rising on Thursday evening.

Capt. Lewis Northern, formerly well known in this city, died at Sunny Side landing, Chicot county, Ark., a few days since, in the forty-first year of his age. Capt. Northern formerly resided at Nashville, and at different times commanded Cumberland river steamers, commencing his career as clerk.

The Cumberland river is falling, with twenty-eight inches water on Harpeth shoals, and no steamboat arrivals or departures at Nashville for forty eight hours.

CINCINNATI, July 12.—The weather was clear and warm yesterday. At Pittsburg the river is falling, with 4½ feet in the channel. The Kanawha is falling with 3½ feet in the channel. At this point the river is receding very slowly, with 6 feet on the shoalest bars to Louisville, with 4½ feet in the canal and 3 feet on the falls. The Cumberland is falling, with 3 feet on the shoals. The lower Ohio is falling, with 8 feet on the bars.

PITTSBURG, July 12.—The river continues to recede slowly at this point, with 20 feet 7 inches in the channel by the pier marks, this evening. The weather continues very hot and apparently settled. There have been no arrivals.

PAULINE CARROLL—*Atlantic and Mississippi Steamship Co's Line—U. S. Mail Packet—for St. Louis*—This large, elegant and favorite passenger packet, to command of Capt. H. L. White, and Mr. J. H. Hogue clerk, leaves this evening at 5 o'clock for the above, connecting at Memphis, Cairo and St. Louis with the railroads for all points East and West. Her cabin is large, and her staterooms fitted up with every convenience, while she never fails to take her passengers through on "time." She is staunch, fleet and perfect, as a passenger packet, and enjoys a wide-spread popularity as a safe and reliable boat.

COTILE FOR RAYOU MACON AND TENSAS.—This new and unsurpassed passenger packet, in command of Captain R. G. Rawlings, and Mr. Ned Cotton clerk, leaves this evening at 5 o'clock for the above and way landings. The Cotile has a neat and comfortable cabin, with spacious state rooms, and is under the command of the most prudent and competent steamboatmen.

P. W. STRADER FOR LOUISVILLE.—The new fast, and splendid steamer P. W. Strader, Captain Jas. Kennision commander, and Mr. Amos Fisher in the office, leaves at 5 o'clock this evening, for Memphis, Cairo, and Louisville, connecting with the railroads for all points East and West. The Strader is in every respect a complete passenger packet, and is under the charge of the most attentive as well as careful officers. Passenger who have once enjoyed a trip on this packet will seldom experiment on any other when the Strader is on hand.

NATIONAL FOR RED RIVER.—The large and favorite passenger packet National, Capt. J. D. Clarke commander, and Mr. W. N. Calmes in the office, leaves this evening at 5 o'clock, for all landings on Red River. The National is, beyond doubt, one of the most elegant and desirable passenger packets in Red River. Her officers are gentlemen of well-known courtesy and obliging disposition, as well as thorough and efficient steamboatmen.

STARLIGHT FOR RED RIVER.—The justly popular and unique passenger packet Starlight, Capt. Chas. Hayes, commander, and Mr. C. F. Hayes, clerk, leaves to-day at 5 P. M., for Shreveport, Jefferson and all way landings. Her passenger accommodations are unsurpassed by any boat in the trade, which statement is proven by the crowds of passengers she always carries, while her commander and officers are no less popular than the boat.

IRENE FOR OPELOUSAS.—The fine, fast and complete passenger packet Irene, Capt. O. Hinckley commander, and Mr. M. Kenison in the office, leaves at five this evening, for all landings as above. The Irene has a neat and comfortable cabin, has good and safe officers, and can give first class accommodations to a large number of passengers.

ST. NICHOLAS FOR BAYOU SARA—*Express Passenger Packet*—The new, superior and fast passenger packet St. Nicholas, Capt. S. Henc commander, and Mr. J. C. Libano clerk, leaves this morning at 10 o'clock for, Baton Rouge, Port Hudson, Bayou Sara and all intermediate landings on the coast.

MARY FOR MOBILE.—The splendid new low pressure passenger packet Mary, Capt. A. L. Myers, commander, leaves as above from the lake end of the Pontchartrain railroad at 12 M. to-day. Agent—I. G. Harris, corner of Camp and Common streets.

## Marine Intelligence.

CRESCENT OFFICE, No. 91 CAMP STREET, Wednesday, July 18, 1866.

### Cleared Yesterday.

Steamship N P Banks, Pepper, for Pensacola, Howes & Bowen

Steamer Mary Conley, Stone, for Mobile, Master

Brig Ocean Belle, Morton, for Boston, G A Fosdick

Br schr Flying Scud, Bryan, for Matanzas, A H D'Meza

Br schr Billy Butts, Howitt, for Port au Prince, Mumm, Luling & co

### Arrived Yesterday.

Lugger Telegraph, from Point-a-la-Hache, to master—3d district 25

### STEAMBOATS.

Pauline Carroll, White, from St Louis.

Sarah, Blakesly, from Cairo.

St Nicholas, Hene, from Bayou Sara.

Cotile, Rawlings, from Lake Louis.

J M Sharp, Streck, from Thibodaux.

Irene, Hinckley, from Washington.

Benefit, English, from Alabama River.

Mary Conley, Stone, from Mobile.

Mary, Myers, from Mobile.

Hunter, Palms, from Pointe-a-la-Hache.

### At Quarantine.

Br brig Robt McK Spearing, Clarke, 5 days from Havana, to master—Cargo, 1750 bxs and 40 hhds sugar to order

Br steamship Mexico, Pendexter, from Havana, (72 hours out) to H S Hall & co

Steamship Southern Star, Locke, 72 hours from Havana, to C W Lewis

### Exports Yesterday.

PENSACOLA—Steamship N P Banks—293 bbls flour 70 bbls potatoes 800 sks corn and sundries

MOBILE—Steamer Mary Conley—75 bbls flour 8 bbls whisky 160 sks salt 1877 sks corn 9 csks bacon

BOSTON—Brig Ocean Belle—581 bales cotton 107 rolls leather 19 hhds metal 64 tons iron

MATANZAS—Br schr Flying Scud—160 sks of corn 25 sks bran 8000 feet lumber 15 empty casks

PORT AU PRINCE—Br schr Billy Butts—18 bbls pork 26 bbls beef 81,000 feet lumber 50,000 shingles 10 kegs lard.

### Imports Yesterday.

ALABAMA RIVER—Steamer Benefit—53 bales cotton Jurey & Harris—15 do Huntington Bros—11 bales osnaburgs Lehman & Godcheaux—11 boxes tobacco Sutherlin, Warren &co—40 tons pig iron Jno T Harris &co—17 hhds molasses L J Murdock—sundries to order—Total 69 bales cotton

MOBILE—Steamer Mary Conley—28 bales bagging Huntington Bros—5 cotton gins J J Link—2 bales mdse M J Smith &co—sundries to order

MOBILE—Steamer Mary—Sundries to order

### Receipts of Produce Yesterday.

ST LOUIS—Steamer Pauline Carroll—200 coils rope to Jas Mitchell—6 bbls beef 3 head cattle to S De Bow &co—72 hf-bbls beef Grieff & Bruns—25 bbls pork 5 csks bacon J H Carter—5 kegs butter 3 tcs lard to B Turpin—20 do 200 bbls flour to Hy Von Phul jr &co—500 do 58 tcs lard S H Kennedy &co—12 tkns butter F DeBondio—1 kegs of butter 8 bbls eggs Schneider & Zuberbier—60 bbls flour 9 hhds tobacco Howard, Preston & Barrett—2 hhds tobacco Van Culin, McCombs &co—2 do to B M Turnbull &co—68 do Speed, Summers &co—2 do Torain, McRea &co—4 cases tobacco Patton & Duggan—1 hhd do Blakemore, Wooldridge &co—12 pkgs do S L Nassits & Bro—140 pkgs tobacco Hamilton & Dunnica—45 sks corn 50 sks oats Chalmers & Boon—100 bbls lime N Richards—155 bbls flour 235 bxs apples 4 bbls eggs P G O'Riley—4 do Klog Bros—2 do P S DuSouchet &co—15 bbls beer C Krost—10 do ale 10 half-bbls ale Arny & Blanc 20 half-bbls ale A D Flemming—10 bbls ale to R Gray—5 bbls vinegar E G Messenger &co—13 csks bacon Lamb, Quinlan &co—15 tcs bacon J & O P Cobb &co—12 do I C Harris—20 do 6 bxs mdse 210 bbls flour Keep & Caulfield—6 bbls oil 6 pkgs mdse I C Harris—5 bbls apples Jno Asiredo—47 bxs do E E Tounsell—111 do E B Fuqua—28 bbls apples 130 bbls potatoes 10 do onions to Miller & Meyer—5 bales cotton Butler, Terry &co—6 do C Lespier—10 bxs apples C N Worthington—19 bbls apples 20 bbls potatoes to Hogue & Williams—91 sks potatoes G Pearson—134 bbls potatoes to C F Lauman—49 do F G Mahan—30 do Dorman & Bruno—20 bbls flour R K Walker &co—300 bbls flour J H Oglesby &co—30 do Sinnott & Adams—24 do West & Nettleton—200 do Horrell, Gayle &co—300 do Grace, Davis &co—126 do Finley &co—1 circular saw J B Murison &co—1 box books Stevens & Seymour—1 box mdse McFarlan, Straight &co—1 pkgs mdse W T Scott—130 do Jno E King—3 do Branch, Crooks &co—2 do J E Ranson—1 do G H W Leide—23 pkgs furniture C C Sampson—44 do P M Mellen—98 do to W & J McCracken—56 do to Mitchell, Craig &co—120 do J B Hubbard—41 pcs machinery T B Bodley &co—107 pcs iron G H Slocomb—140 pkgs rodee Boston, Smith & Denman—4 do Francke & Dannecel—4 bales hops H F Starcken—31 bxs cheese A D Grieff—sundries to order Total 6 bales cotton 74 hhds tobacco

WASHINGTON—Steamer Irene—54 bales cotton J M Countess—8 do A Mittenberger &co—4 do to A Deemarce—3 J F Murison &co—2 J P Marino & co—1 J H Wilberding—8 bales wool A F Dunbar 4 bags wool J E Carlin—1 do L Basset—1 pkg mds G W Banker &co—80 hides J L Courel—4 do J E Carter—1 bbls pork Blanchin & Girand—sundries to order—Total 71 bales cotton

THIBODAUX—Steamer J M Sharp—50 sks potatoes 30 sks onions Tuss White—12 hhds sugar and 4 bales cross F J Dashva &co—5 bbls rice 1 hand hides J Reihancourt—13 bdls hides W H H Winderell—lot castings J Edwards—2120 feet lumber H B Foley—7 pkgs mdse P H Foley—125 sks onions and sundries to L Terrebonne—sundries to order—Total 12 bbls sugar

BAYOU SARA—Steamer St Nicholas—3 bales cotton Lewis, Meyers &co—7 sks cotton seed W H Kursyne—3½ tons old iron J David—1 bbl sugar to J Avet—1 tree meat Lapena & Ferro—5000 staves M Coughlin—81 empty hhds E J Forstall—sundries to order—Total 3 bales cotton 1 bbls sugar

LAKE LOUIS—Steamer Cotile—3 bales cotton A Mittenberger &co—1 do S W Scott &co—3 do to Voisin & Drouet—2 do M Gillis &co—15,500 staves and sundries to order—Total 19 bales cotton

CAIRO—Steamer Sarah—4500 sks corn Woods, Matthews &co—300 bbls hay and sundries to order

POINTE-A-LA-HACHE—Steamer Hunter—72 sks rice F Martin—22 do J Jacobs—3 bbls potatoes J M Urquhart—14 sks potatoes 72 do onions and sundries to order

POINTE-A-LA-HACHE—Lugger Telegraph—24 sks potatoes F Martin

### Receipts by Railroad.

N. O., J. & G. N. R. R.—July 17—16,000 feet lumber Jno P Baker—4 bbls turpentine 10 do rosin A D Hickle &co—2 bars iron T B Bodley &co—11 bxs peaches E G Cloud—1 box drugs to Stevens & Seymour—1 lot rags E Adler

N. O., O. & G. W. R. R.—July 17—1 bbl sugar G W West—3000 feet lumber L Brunet—14 bbls rice 54 sks potatoes and sundries to order


## STEAMSHIPS.

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